

[Reports](#)   [Meetings](#)   [Boards/Commissions](#)   [Live Streaming](#)[Details](#)**File #:** 2014-161**Type:** Regular Agenda Item**Body:** [City Council](#)**On agenda:** 3/4/2014**Title:** Recommendation to Adopt Plans and Specifications and Authorize a Call for Bids for the Shore Line Drive/Westline Drive/Broadway Bikeway Project. (Public Works 340)**Attachments:** 1. [Exhibit 1 - Plans and Specifications](#), 2. [Presentation](#), 3. [External Correspondence](#)

Text

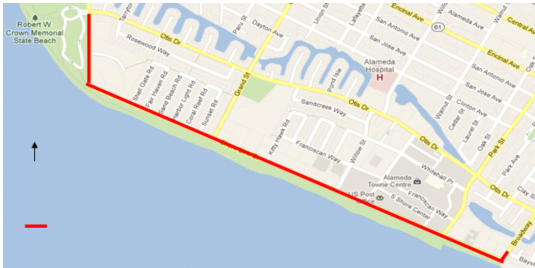
Title

Recommendation to Adopt Plans and Specifications and Authorize a Call for Bids for the Shore Line Drive/Westline Drive/Broadway Bikeway Project. (Public Works 340)

Body

**To:** Honorable Mayor and Members of the City Council**From:** John A. Russo, City Manager**Re:** Adopt Plans and Specifications and Authorize a Call for Bids for the Shore Line Drive/Westline Drive/Broadway Bikeway Project**BACKGROUND**

A proposed bikeway along Shore Line Drive, Westline Drive, and a small section of Broadway - as shown in Figure 1 - is a high priority project in the City of Alameda Bicycle Master Plan (1999 and 2010 update) and is a medium priority project in the City's Pedestrian Plan (2009). The City's Local Action Plan for Climate Protection identifies the need to develop and fund alternative transportation strategies in the City's budget as a key initiative. Shore Line Drive also has countywide significance since it is part of the San Francisco Bay Trail so it is listed in the Countywide Bicycle and Pedestrian Plans (2006 and 2012).

**Figure 1: Shore Line Drive/Westline Drive/Broadway Bikeway Project**

Consistent with these plans and policies, Public Works staff submitted a federal grant application for the bikeway project to Caltrans for the Highway Safety Improvement Program (HSIP) on December 8, 2010. On March 8, 2011, the City received notification from Caltrans that Alameda's grant application was approved. On January 14, 2012, Caltrans authorized the City to proceed with the community outreach process and the preliminary design. Staff conducted community outreach meetings in May, June, and October 2012. On November 28, 2012, the Transportation Commission (TC) approved a bikeway concept. On December 11, 2013, the TC approved a revised bikeway concept. On January 22, 2014, the TC approved a change to the eastern section.

**DISCUSSION**

During the outreach for the project, the community meeting participants reached a consensus on the following project goals and priorities:

- Provide more bicycling options
- Minimize traffic impacts
- Maintain bay views
- Reduce multi-use path conflicts
- Provide parking for apartments/condos
- Improve visibility
- Reduce motor vehicle speeds
- Make safer

***Project Description:***



Figure 2: Fernside Blvd. Cycle Track

When developing the project, staff used these project goals and priorities as a guide, and tailored the project depending on the street section and adjacent land uses.

The project will:

- Reduce the number of motor vehicle travel lanes from four to two or three lanes depending on the street section;
- Install a cycle track (Figure 2) and cycle track buffer;
- Install parking spaces, beach parking signs, and loading zones;
- Install bicycle parking and marked crosswalks;
- Install benches and bus shelters;
- Construct minor drainage improvements;
- Construct Americans with Disability Act upgrades; and
- Install bus landing islands and a shuttle bus landing area.

The cycle track will provide a physically separated two-way bikeway for 1.8 miles on the east side of Broadway, on the south side of Shore Line Drive, and on the west side of Westline Drive. As a result of public right-of-way constraints, the project will remove one of the westbound motor vehicle travel lanes to accommodate the cycle track. The Fire Department staff has stated that emergency response vehicles will have sufficient width to operate effectively.

#### **Parking Changes:**

The total number of on-street parking spaces along the corridor will drop from 617 to 431. The total number of 24/7 parking spaces will increase from 272 to 377. The total number of night only spaces will drop from 343 to 47. The total number of disabled parking spaces will increase from 2 to 4.

To provide more on-street parking options for adjacent multi-unit family dwellers and for visitors to the area, 24/7 on-street parking is recommended at all times at the following locations:

- Westline Drive south of Shorepoint Court on the west/park side;
- Shore Line Drive between Grand Street and South Shore Center Drive/U.S. Post Office on the beach side; and
- Shore Line Drive between Park Street and the salt marsh overlook to the east on the beach side.

#### **Bus Stop Changes:**

Staff will move the westbound bus stop on Shore Line Drive at Kitty Hawk Road from the near side of the intersection to the far side to enhance safety for pedestrians. Staff will eliminate the eastbound midblock bus stop between Kitty Hawk Road and Willow Street to discourage midblock pedestrian crossings. This bus stop is not highly used with approximately ten boardings and alightings per day. AC Transit prefers to consolidate bus stops to improve travel times and to address safety concerns associated with the midblock pedestrian crossing.

#### **Tree Removal and Replacement:**

The City's on-call arborist recommends the removal and replacement of a Poplar tree on the west side of Westline Drive north of Shorepoint Court due to old age and significant decay. This tree is within the right-of-way of the Robert Crown Memorial State Beach. Staff has an approved encroachment permit with East Bay Regional Park District who operates the state beach to remove the tree and replace it with two trees in this area.

Construction is scheduled to begin July 2014. A copy of the plans and specifications is on file in the City Clerk's Office.

#### **FINANCIAL IMPACT**

The funds are budgeted in the Public Works Department account for the Capital Improvement Program (91171) - Shore Line Drive/Westline Drive Bikeway Project. Caltrans has awarded the City \$416,400 from the HSIP grant. Transportation Development Act (TDA) Article 3 funds are allocated by the Metropolitan Transportation Commission as the local match for this HSIP grant totaling \$46,400. The City Council approved the TDA local match during the May 17, 2011 meeting. In February 2013, the City Council approved a total of \$509,000 in citywide development fee funds (Fund 340) for this project increasing the total project budget to \$971,800. There is no impact to the General Fund.

#### **MUNICIPAL CODE/POLICY DOCUMENT CROSS REFERENCE**

The Transportation Element of the City's General Plan shows these streets as bicycle priority streets that provide cross island access to bicyclists and as secondary transit streets. The Transportation Element, specifically Policy 4.1.1.a, requires the City to classify streets according to preferred mode(s) of travel - such as bicycle priority streets - so as to create or preserve connected multimodal networks within the constrained right-of-way of streets. The bikeway project also directly supports several Transportation Element policies and objectives. Furthermore, the project supports the General Plan City Design Element policies that focus on maximizing access to the shoreline. This action does not affect the Municipal Code.

#### **ENVIRONMENTAL REVIEW**

In accordance with the California Environmental Quality Act (CEQA), this project is Categorically Exempt under the CEQA Guidelines Section 15301(c) - Existing Facilities and 15304(c) - Minor Alterations to Land. In accordance with the National Environmental Policy Act, this project is a Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c)(3) - Construction of bicycle and pedestrian lanes, paths and facilities.

#### **RECOMMENDATION**

Adopt plans and specifications and authorize a call for bids for the Shore Line Drive/Westline Drive/Broadway bikeway project.

Respectfully submitted,  
Robert G. Haun, Public Works Director

By,  
Gail Payne, Transportation Coordinator

Financial Impact section reviewed,  
Fred Marsh, Controller

Exhibit:

1. Plans and Specifications